

MONDAY, SEPTEMBER 2, 1895.

THE CHINA MAIL.

THE P. & O. s. s. Khadija left Singapore for this port to-day, at 1 p.m., with the outward English Mail, and is expected here about noon on the 7th instant.

Tan Teo ex the N. P. s. s. *Victoria*, which arrived at Tuam on the 11th ult., arrived at Chicago on the 31st ult., and is due here on or about Friday the 6th inst.

The Union Line s. s. *Guildhall*, from Hamburg and Straits, left Singapore on Saturday evening, the 31st August, and is due here on or about Friday the 6th inst.

VESSELS IN THE DOCKS.—At *Roulois*: *Tigra*, *Nagaya*, *Maru*, *Helene*, *Rickmers*, *Formosa*, and *Tasles*.
At *Chuan Shan*: *Tainan*.
At *Aberdeen*: (none).

TELEGRAMS FROM SINGAPORE to Japanese papers state that the Korean Cabinet has decided to pardon all prisoners with the exception of those who are charged with treason or ordinary crimes. The King family has been specially pardoned.

A SHIMONOSEKI telegram, dated August 19, published in a Japanese paper, states that the *Shibetsu Maru* collided with the British steamer *Quintus* off the coast of Japan, with 200 soldiers on board. The British steamer is slightly injured, and the *Shibetsu* is damaged. The *Shibetsu* sustained no injury.

On Sunday, at the Kowloon Wesleyan Sunday School, the Rev. W. Munson presented Mr. L. S. Adoyman, on behalf of the Teachers and Scholars of the School, with a handsome pearl mounted on silver buttons on black wood and an illuminated scroll on his departure for home. Mr. Adoyman has been superintendent since the commencement of the school two years ago.

An Order of the Queen in Council making rules under section 8, sub-section 3, of the Mail Ships Act, 1891, is published in the *Gazette*. The rules have reference to the proceedings in actions brought against mail ships which have given security to Her Majesty's Government and which are in virtue thereof exempted from detention in Admiralty proceedings.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Donations to the Hospitals:
Hop Hing Hong \$100
Kin Yee Hong 50
Chai On Marine Insurance Co. Ltd. 25
Kong Yee 15
Kong Yee 15
Man On Tong 10

The following 'additional regulation' has been made by the Governor in Council under the provisions of the Licensing Consolidation Ordinances and the Private Vehicles Ordinances:—Every public or private vehicle, whether licensed or not, when meeting any other vehicle, shall pass it by keeping to its own left side of the road and when overtaking any other vehicle going in the same direction shall pass it by keeping to its own right of such vehicle.

Another gallant rescue from drowning has been recorded to the credit of the 'Star' ferryboat crew. Yesterday at 5.45 p.m. five men of the Rifle Brigade went on board the launch *Evening Star* at Paddlers' Wharf, to go to Kowloon, where a part of the regiment is quartered. These military passengers were mostly tipsy, two of them particularly drunk. The worst of the lot, just as the launch was backing out from the wharf, stood up (with an effort) and waving his arm violently—'Swim! Yes! You think I can't swim? You wonder where we swim? Shortly!' And he forthwith dived into the water with his clothes on, which is not usual among the R. B. swimming champions. The coxswain of the launch, Chan Chuan, at once dived in after him, and held up the drunken fool in his arms, while another of the Chinese crew threw out a life buoy. The launch was stopped, and the two men were hauled out of the water. The soldier, evidently sobered enough by his ducking to remember that he had not yet done all that a 'Swamp' should, then began to take off his wet clothes, assisted by his companions, in presence of all the other passengers, including ladies. But for the strenuous protests and forcible intervention of some decent-minded people on board, he would have exposed himself stark naked in true R. B. style; but at that he was hauled away to another part of the launch where it would not matter if he did undress; and then he no longer wished to do so.

The dimensions of a Japanese ironclad, now being constructed in England, are as follows:—Length, 374 ft.; breadth, 73 ft.; draft, 26 ft.; displacement, 12,450 tons; horse-power, 14,000. She will carry four 30 c.m. guns, ten 10 c.m. guns, fourteen 3-pounder quick firing machine guns, and 25-pounder quick firing machine guns. The intended speed is 18 knots, and her coal capacity will be 1,100 tons. Work was commenced in 1893, and is to be completed in 1897. Several vessels have been ordered and each will cost £10,000,000.

Office of Increase of Business, W. Robinson and Co. have removed their Piano and Organ Warehouse to Cantonment House—large stock—low prices.

THE EARTHQUAKE.

(From our Correspondent.)

Swatow, Aug. 31.

We had a rather uncomfortable experience here yesterday. Between five and six o'clock p.m. we were visited by a very sharp shock of earthquake which lasted between fifteen and twenty seconds. It was preceded by a slight shock about 3.30 p.m. and followed by several during the night. Considerable damage has been done to native houses and a little to foreign property, the latter principally cracked walls and ceilings. The direction of the disturbance was E. to W. In the memory of the oldest foreign resident here this is the severest shock that has ever been felt in Swatow.

Mr. F. H. Orchard, second mate of the s. s. *Thales*, writes:—On Friday night, at about ten minutes to six, a severe shock of earthquake was felt in Swatow. It had been excessively hot during the day and many of the Europeans had complained of a dull oppressive feeling in the air. Just before the shock, rain fell heavily. Some idea of the severity of the shock may be had from the fact that the ships in the harbour were taken from their keels and so much that in a few minutes the colour of the water was changed from blue to brown. It was observed during the passage of the *Thales* from Amoy that the sea had a very confused appearance after passing the Lamocks, the fact being commented on more than once. From the time this shock was felt until 3.15 a.m. on Saturday, a continuation of minor shocks was experienced, although none of them reached the severity of the first.

LI HUNG CHANG.

The Chinese Mail (*Wah Tat* Po) received last night a special telegram from Peking saying that by an Imperial Edict, dated the 28th ult., Li Hung-chang was ordered to stay in Peking to take up duty at the Grand Secretariat in the Inner Cabinet, and Wang Wen-shao appointed Viceroy of Chihli and Superintendent of Trade for the Northern Ports in place of Li Hung-chang.

REUTERS' TELEGRAMS.

(Supplied to the 'CHINA MAIL'.)

LONDON, August 30.

GREAT BRITAIN AND FRANCE.

Lord Salisbury stated in the House of Lords that negotiations were proceeding between Great Britain and France regarding both banks of the Mekong, that the tendency of both France and China was to understand British claims and rights, but that the British and French Cabinets were discussing all questions in an amicable spirit.

GREAT BRITAIN'S FOREIGN POLICY.

Mr. Curzon stated in the House of Commons that he believed the Foreign Office would not only maintain British dignity and prestige abroad, but that it would do its best to promote the commercial interests of the country.

ALICE MEMORIAL AND NETHERSE HOSPITALS.

(Statistics for August 1895.)

In-Patients remaining in Hospital on 1st Aug. 1895	Admitted during August 1895	Discharged during August 1895	Deaths during August 1895
10	30	20	1
10	30	20	1
10	30	20	1
10	30	20	1

THE PROJECT OF RAILWAY COMPANIES IN JAPAN.

The Japanese Mail, as we are aware, states that the length of the line for which charters have been applied for and not yet granted is over 2,000 miles, while the estimated capital exceeds 100,000,000 yen. Many of the projected companies will no doubt fall to the ground, while some will succeed after receiving official recognition. Making allowance for these eventualities, there will still be a large number that will carry out the projected lines.

F. F. CONNOR, GENERAL AGENT OF THE OREGON RAILWAY AND NAVIGATION COMPANY.

Mr. F. F. Connor, general agent of the Oregon Railway and Navigation Company in this port, has received a circular letter from W. H. Hartburn, general passenger agent of the company at Portland, in which Mr. Hartburn announces that the company's new line of steamers to the Orient will be completed for passenger business as well as freight. The passenger rates quoted are considerably less than those now charged by the Pacific Mail, Occidental and Oriental, and Canadian Pacific Lines, and the effect of the new company will be a great benefit to the Oregon Railway and Navigation Company. The new line of steamers to the Orient will be completed for passenger business as well as freight. The passenger rates quoted are considerably less than those now charged by the Pacific Mail, Occidental and Oriental, and Canadian Pacific Lines, and the effect of the new company will be a great benefit to the Oregon Railway and Navigation Company.

THE OREGON RAILWAY AND NAVIGATION COMPANY.

The Oregon Railway and Navigation Company has received a circular letter from W. H. Hartburn, general passenger agent of the company at Portland, in which Mr. Hartburn announces that the company's new line of steamers to the Orient will be completed for passenger business as well as freight. The passenger rates quoted are considerably less than those now charged by the Pacific Mail, Occidental and Oriental, and Canadian Pacific Lines, and the effect of the new company will be a great benefit to the Oregon Railway and Navigation Company.

THE OREGON RAILWAY AND NAVIGATION COMPANY.

The Oregon Railway and Navigation Company has received a circular letter from W. H. Hartburn, general passenger agent of the company at Portland, in which Mr. Hartburn announces that the company's new line of steamers to the Orient will be completed for passenger business as well as freight. The passenger rates quoted are considerably less than those now charged by the Pacific Mail, Occidental and Oriental, and Canadian Pacific Lines, and the effect of the new company will be a great benefit to the Oregon Railway and Navigation Company.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Judge.)

Monday, September 1.

THE WESSEL-CARLOWITZ SUIT.

F. Wessel and Carlowitz and Co. for \$1000 as damages for breach of contract and wrongful dismissal. Mr. H. J. Holman appeared for the plaintiff, and Mr. H. J. Holman appeared for the defendant. The plaintiff's case was that the defendant had employed him as a first-class passenger to Bombay by an Austrian Lloyd steamer, and from there he was to proceed to Hongkong. On board the steamer, the plaintiff was treated with great kindness and consideration. He was given a first-class cabin, and was served with the best food and drink. He was also given a first-class berth, and was allowed to use the first-class lavatory. The defendant, however, refused to pay the plaintiff's expenses, and the plaintiff was forced to leave the steamer without his baggage. The plaintiff claims that the defendant's conduct was a breach of contract, and that he is entitled to damages of \$1000.

IN ORIGINAL JURISDICTION.

(Before His Honor Sir Fielding Clarke, Chief Justice.)

Monday September 2.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

THE BANK OF CHINA AND ITS COMPROMISE.

The Bank of China, Japan, and Straits, Limited, sued for \$100,000 from Cheung Yau To and Cheung Yau Pan, executors of the estate of Cheung Kung Sing, deceased. The plaintiff's case was that the defendant had borrowed money from the bank, and had failed to repay it. The defendant's case was that the bank had lent the money to the defendant, and that the defendant had repaid it. The judge found in favour of the plaintiff, and ordered the defendant to pay the bank \$100,000.

ILLNESS OF THE CROWN PRINCE OF JAPAN.

(From the Japanese Mail.)

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

THE CROWN PRINCE OF JAPAN.

The Crown Prince of Japan, who is now in the city of Tokyo, is suffering from a severe illness. He is unable to move, and is confined to his bed. His condition is very serious, and it is feared that he may not survive. The Emperor and Empress are both very anxious about his health, and are doing everything possible to cure him. The Japanese people are also very concerned about the Prince's health, and are praying for his recovery.

NEWS FROM THE AMERICAN MAIL.

(From the American Mail.)

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

(From the American Mail.)

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

(From the American Mail.)

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

(From the American Mail.)

The American Mail, which is now in the city of New York, is suffering from a severe illness. It is unable to move, and is confined to its bed. Its condition is very serious, and it is feared that it may not survive. The American people are also very concerned about the Mail's health, and are praying for its recovery.

THE AMERICAN MAIL.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEK,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.
Also,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through bills
of lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
Odenburg..... Monday | Sept. 16.
Karlsruhe..... Monday | Oct. 14.
Prinz Heinrich..... Monday | Nov. 11.
Prinzess..... Monday | Dec. 9.
Sachsen..... Monday | Jan. 6.
Gera..... Monday | Feb. 3.

ON MONDAY, the 18th day of September,
1895, at 3 p.m., the Company's
Steamship **ODENBURG**, Capt. HEINZ,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.
Cargo and species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Species and parcels until 3 p.m. on
the 3rd September, 1895. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
C. TOURNAIRE,
Acting Agent.
Hongkong, August 21, 1895. 1565

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the In-
terior and Eastern Cities of the United
States and Canada and to Europe.
HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Dooton and STEWARTS carried.
HONGKONG TO NEW YORK, \$890.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The Yellowstone National Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.
HONGKONG TO TACOMA, \$225.
Rates of Passage to other Points on ap-
plication.
Special rates allowed to members of Gov-
ernment Service.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria..... 3.167 Tuesday | Sept. 17.
Hankow..... 3.594 Tuesday | Oct. 3.
Tacoma..... 2.549 Tuesday | Oct. 29.
Victoria..... 3.167 Tuesday | Nov. 19.

THE Steamship **VICTORIA**, Captain
FAIRBANK, sailing at Noon, on TUES-
DAY, the 17th September, will proceed to
VICTORIA, B.C., and TACOMA, via
SHANGHAI, INLAND SEA, KOREA and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada and
United States Ports.
Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, August 28, 1895. 1898

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
Geo. F. MANROE, American barque, Capt.
Orack.—Chinese.

MATTHEWSON, Del. 4-masted ship, Capt.
John Williams.—Standard Oil Co.

SANTAL MIDY
Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal Midy
is a
specific for
Cystitis
Beware of imitations
Each tiny capsule
bears the name
S. RUE VICHY, PARIS

For Sale by A. S. WATSON & Co., Chemists.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, KATAVIA,
COLOMBO, ADEK, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.
Also
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th September,
1895, at Noon, the Company's
Steamship **OXUS**, Commandant DEVOY,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.
Cargo and species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Species and parcels until 3 p.m. on
the 3rd September, 1895. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
C. TOURNAIRE,
Acting Agent.
Hongkong, August 21, 1895. 1565

STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
ADEK, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for DATA
VIA CONTINENTAL AND AME-
RICAN PORTS.

THE Steamship **BENGAL**, Captain
W. BARRATT, carrying Her Majesty's
Mails, will be despatched from this direct
for MARSEILLES and LONDON, on
THURSDAY, the 12th September, at
Noon, taking Passengers and Cargo for
the above Ports.
Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 29, 1895. 1605

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... SATURDAY, Sept. 23,
at noon.
Ogata (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... THURSDAY, Oct. 17,
at noon.
Sae (via Nagasaki,
Kobe, Inland Sea and
Yokohama)..... TUESDAY, Nov. 5,
at noon.

THE Steamship **BELGIO** will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBÉ, INLAND SEA
and YOKOHAMA, on SATURDAY, the
28th September, at Noon, connection being
made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
turning at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. on the
day previous to sailing.
Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent.
Hongkong, August 27, 1895. 1591

To Let.

TO LET.
From 1st July.
No. 5, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, May 31, 1895. 1028

TO LET.
DWELLING HOUSES—
HOUSES IN REPT TERRACE,
"LARKSPUR" IN RICHMOND ROAD,
GROUND FLOOR of No. 2, BLUE
BUILDING.
No. 9, CLARENCE LINE,
No. 1, KENTFORD TERRACE, Kow-
loon.
OFFICES—
FIRST FLOOR, No. 7, PRAYA
CENTRAL, lately occupied by
Messrs. HOLLIDAY, WISE & Co.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, August 28, 1895. 251

TO LET.
5 ROOMED BUNGALOW "RHEDA,"
BOSMAN ROAD.
Apply to
CHINA MERCHANTS S. N. Co.,
No. 22, Praya West.
Hongkong, August 20, 1895. 1546

Insurances

GENERAL NOTICE.
THE CHAI ON MARINE INSURANCE
COMPANY, LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000.
THE above Company is prepared to
accept MARINE RISKS at Current
Rates on Goods, etc. Policies granted to
all parts of the world payable at any of its
AGENCIES.
CHAI HE-WAN,
Secretary.
HEAD OFFICE:
No. 42 BOSMAN STRAND WEST.
Hongkong, August 22, 1895. 1561

TYPHOON INSURANCE

NOTICE.
HOUSE-OWNERS, TRUSTEES, MORT-
GAGEES, and others interested in
Houses Property are invited to
THE COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED.
Are prepared to accept risks against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.
For Particulars, apply to
WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Cromwell House,
Queen's Road Central.
Hongkong, July 1, 1895. 1212

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

Authorized Capital.....\$3,000,000.00
Subscribed Capital.....\$2,750,000.00
Paid up Capital.....\$687,500.00
Fire Fund.....\$2,410,922.73
Revenue Fire Branch.....\$1,846,856.17
Total Funds at 31st December, 1894,
£11,671,018 2s. 2d.
Authorised Capital.....\$3,000,000.00
Subscribed Capital.....\$2,750,000.00
Paid up Capital.....\$687,500.00
Fire Fund.....\$2,410,922.73
Revenue Fire Branch.....\$1,846,856.17
Total Funds at 31st December, 1894,
£11,671,018 2s. 2d.

HARRY WICKING,
Praya Central.

NOTICE.

THE PO ON MARINE INSURANCE &
GODOWN COMPANY, LIMITED.
Capital—Eight Hundred Thousand Dollars.
BOARD OF DIRECTORS.
Chai Ship Chun, Esq., of Messrs. Chai
Kwong Lung.
Un Oi U, Esq., of Messrs. Kung Yuen.
Lo Shai U, Esq., of Messrs. Kung Yuen.
Chai Shai Chi, Esq., of Messrs. Chai Yau
Lau.
Lo Shai U, Esq., of Messrs. Kung Yuen.
Chai Shai Chi, Esq., of Messrs. Chai Yau
Lau.
Lo Shai U, Esq., of Messrs. Kung Yuen.
Chai Shai Chi, Esq., of Messrs. Chai Yau
Lau.

THIS Company having been duly incor-
porated in Hongkong with the name
"THE PO ON MARINE INSURANCE &
GODOWN COMPANY, LIMITED,"
Head Office: No. 126, Wing Lok Street.
UN LAI CHUEN,
Secretary.
Hongkong, August 8, 1895. 1460

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Carpet-maker and Art Decorator,
from SHANGHAI, has opened a
FURNITURE STORE
at No. 3, WYNDHAM STREET.
The only Shop in Hongkong with this name.
HIGH-CLASS FURNITURE of
every description can be made to order in
any design required.
Has been patronized by the Hongkong
Club, Hongkong Hotel, Messrs. A. S.
Watson & Co., Ltd., and other leading
Establishments in the Colony, to whom
reference may be made as to the Superior
Workmanship and Materials of the Furni-
ture, etc., supplied.
Messrs. A. S. Watson & Co. write as
follows:
"We have pleasure in stating that Mr.
LI KWONG LOONG furnished
the Amoy Dispensary and
"gave us every satisfaction."
(Sd.) "A. S. Watson & Co., Ltd."
Orders punctually attended to and
Quarantine Most Moderate.
AN INSPECTION INVITED.
Hongkong, April 13, 1895. 712

Shipping.

STEAMERS.
AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.
(Under Mail Contract with the
Austrian Government).
STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEK,
SUEZ, PORT SAID,
BRINDISI, VENICE, TRIESTE.
(Taking Cargo at through rates to CAL-
CUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS).
(Also to NATAL, EAST LONDON, PORT
ELIZABETH & CAPE TOWN).
The Co.'s Steamship
Glen, Captain A. MIRA, will be
despatched as above on
THURSDAY, the 5th September.
Cargo will not be received on board after
3 p.m. prior to date of sailing.
For further information as to Passage
and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, August 29, 1895. 1603

GLEN LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
The Steamship
Glen, Captain NORMAN, will be
despatched as above on
SATURDAY, the 7th September at 4 p.m.,
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 31, 1895. 1482

COMPAGNIE DES MESSAGERIES
MARITIMES.
FOR MARSEILLES.
(Taking Cargo through to HAVRE and
LONDON).
The Co.'s Steamship
Duchesse, Captain A. BLANC, will be
despatched as above on
or about the 8th September.
For Freight, apply to
C. TOURNAIRE,
Acting Agent.
Hongkong, August 24, 1895. 1579

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Duchesse, Captain NORMAN, will be
despatched as above on
TUESDAY, the 10th September.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 23, 1895. 1570

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)
Mount Lebanon (Saturday)..... 14th Sept.
Altamora..... Tuesday..... 16th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship
Mount Lebanon will be despatched hence
for PORTLAND, ORE-
GON, via KOREA and YOKOHAMA, on
SATURDAY, the 14th September.
Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the GENERAL
FREIGHT AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, August 24, 1895. 1581

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Anandale, Captain MIRA, shortly
expected will load here
for the above Port and will have quick
despatch.
Rate of Freight for Mating 25/ per ton
of 40 cubic feet.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, July 30, 1895. 1391

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON, VIA PORTS OF GALL
LONDON.
The Co.'s Steamship
R. CORNALL, Commander,
will be despatched as above
on or about the 20th September,
instead of as previously notified.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, August 29, 1895. 1682

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.
The Steamship
Carnarvonshire, Captain SIMCOCK, will be
despatched for the above
Ports on or about the 22nd September.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, August 21, 1895. 1559

Sailing Vessels.

FOR NEW YORK.
The 3/3 A.I.I. Amer. Barque
Adam W. Spie,
Fred. Matur, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, August 10, 1895. 1472

Shipping.

FOR NEW YORK.
The 3/3 A.I.I. American Barque
Geo. S. Homer,
Homer, Matur, having arrived
at day, is now loading here for
the above Port, and will have quick
despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

FOR NEW YORK.
The 3/3 A.I.I. American Ship
San Sloffeld,
Captain Geo. L. SKOLFIELD,
shortly expected from Shanghai,
will load here for the above Port, and will
have quick despatch.
For Freight, apply to
SIEMSEN & Co.,
Hongkong, August 14, 1895. 1566

FOR BALTIMORE.
The 3/3 A.I.I. Amer. Barque
Fred. P. Litchfield,
C. B. CHADBOURN, Master, will
load here for the above Port,
and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, August 3, 1895. 1428

FOR SAN FRANCISCO.
The 100 A.I.I. British Ship
Lyndhurst,
MARTIN, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Hongkong, May 29, 1895. 1010

FOR NEW YORK.
The 3/3 A.I.I. American Ship
P. N. Blanchard,
BLANCHARD, Master, shortly
expected from Java, will load
here for the above Port, and will have
quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1399

For Sale.

FOR SALE.
Messrs. Kelly & Walsh's List
includes the following Works by Dr.
ETHEL:
EUROPE IN CHINA: The History of
Hongkong from the beginning to the
year 1882. Ho Kong, 1895. \$6.50.
HANDBOOK OF BUDDHISM: A
Sanskrit-Chinese Dictionary. Second
Edition. Hongkong, 1888. \$2.50.
THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1884. \$1.50.
FENGSHUI: Rudiments of Chinese
Natural Science. Hongkong, 1873.
\$2.00.
CHINESE DICTIONARY IN THE CAN-
TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. \$10.00.
Bound, \$11.50.
CHINESE SCHOOLBOOKS. Translated.
I. The Trinitarian Classic. H. The
Thousand Words Form. \$0.50 per set.
Hongkong, August 2, 1895. 1467

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.
PRICE VERY MODERATE.
ORDERS to be respectfully received by
the Undersigned.
MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

Intimations.

WINDSOR HOTEL,
HONGKONG.
THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Ac-
commodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendant.
Favourable Arrangements made for
Families and for Monthly or Extended
Periods.
P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1807

A RAMBLE THROUGH SOUTHERN
FORMOSA:

By Mr. G. TAYLOR.
With WOODCUTS.
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Life
yet written.
May be had—Price, \$1—at Messrs. LANE,
CRAWFORD & Co., and Messrs. KELLY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOALL, AMOY.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would
be materially aided by the READING OF THE
COLLEGE by forwarding to the AMOY
MUNICIPAL HOSPITAL.
(1) Class Java (for museum purposes).
(2) Illustrated Papers and Books for the
Student's Reading Room and Library.
Address to
JOHN C. TEOMSON,
Hon. Sec. to the College.
Hongkong, February 25, 1891.

Intimations.

STAINFIELD'S PRIVATE HOTEL,
3 DUNDRELL STREET.
COMFORTABLY FURNISHED ROOMS,
with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
Miss STAINFIELD,
Proprietress.
Hongkong, January 5, 1895. 38

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOYAGERS' CELESTIAL
BINOCULARS AND TELESCOPIES.
RITON'S LIQUID AND OTHER COMPASS.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE,
Christie & Co.'s ELECTRO-PLATED WARE
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 724

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895. 1895.
SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA.....Comdr. O. P. MAISELLE, R.N.R., WEDNESDAY, 4th Sept.
EMPRESS OF JAPAN.....Comdr. Geo. A. LEE, R.N.R., WEDNESDAY, 2nd Oct.
EMPRESS OF CHINA.....Comdr. R. A. BARNARD, R.N.R., WEDNESDAY, 30th Oct.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-
CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there
daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and
the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia via Hongkong and Sydney to Hongkong via Brisbane and Torres Strait,
Good for 9 months \$100.
The attractive features of this Company's route, embraces its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS
TRANSCONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
FEDDER STREET. 1703

SHARE LIST.—QUOTATIONS.—SEPTEMBER 2, 1895

BANKS.	
Hongkong and Shanghai B. Co.	80,000
New Issue.	
Bank of China & Japan, Limited	39,950
preference shares	39,950
ordinary	1,250
deferred	1,250
National Bank of China, Limited.	2
MARINE INSURANCES.	
Janion Insurance Office Co., Ltd.	10,000
Junia Traders' Insurance Co., Ltd.	24,000
North-China Insurance Co., Ltd.	5,000
Strait Insurance Co., Ltd.	30,000
Union Insurance Co., Ltd.	10,000
Union Insurance Society Co., Ltd.	10,000
Tonghai Insurance Association, Ltd.	8,000
FIRES INSURANCE.	
China Fire Insurance Co., Ltd.	20,000
Hongkong Fire Insurance Co., Ltd.	8,000
DOCKS.	
H'kong & Whampoa Dock Co., Ltd.	12,500
NEW ISSUES.	
China and Monte S. S. Co., Ltd.	5,000
Douglas Steamship Co., Limited.	20,000
H. K. O. and M. Steamship Co., Ltd.	20,000
Indo-China S. S. Company, Limited.	60,000
China Mutual S. N. Co.	20,000
MILLS.	
China Sugar Company, Limited.	20,000
Union Sugar Company, Limited.	7,000
WHEATERS.	
H. K. & Kow. Wharf & Godown Company, Limited.	2,000
Wanchai Warehouse and Storage Company, Limited.	2,000
LAND AND BUILDING.	
Hongkong Land Investment and Agency Company, Limited.	50,000
Kowloon Land and Building Company, Limited.	6,000
Humphreys' Estate and Finance Co., Limited.	13,000
West Point Building Co., Limited.	1,000
TRAMWAYS.	
H. K. High-Low Tramways Co., Ltd.	12,000
MINING.	
Jobbs Mining & Trading Co., Ltd.	45,000
Panion Mining Co., Ltd.	12,000
Sunlight Mining Co., Ltd.	12,000
Yagui de Tonkin Co., Ltd.	12,000
NEW BALANCE GOLD MINING CO., LTD.	
Raub Aust. Gold Mining Co., Ltd.	x
Société Française des Houillères de Tonkin	x
STEAMSHIP.	
China-Borneo Company, Ltd.	7,000
H. G. Brown & Co., Limited.	6,000
TOILETS, ETC.	
Hongkong Hotel Company, Ltd.	6,000
DISPENSARIES.	
A. B. Watson & Co., Limited.	80,000
Dakin, Oriental & Co., Ltd.	80,000
LIGHTING.	
H. K. and China Gas Co., Limited.	7,000
Hongkong Electric Co., Limited.	7,000
BRICK AND CEMENT.	
Green Island Cement Co., Ltd.	20,000
Hongkong Brick & Cement Co., Ltd.	20,000
AGENTS.	
Bell's Ambrosia Eastern Agency, Ltd.	1,000
Campbell, Moore & Co., Limited.	1,000
Geo. Fenwick & Co., Limited.	1,000
Hongkong Battery Company, Ltd.	1,000
Hongkong Dairy Farm Co., Ltd.	1,000
Hongkong Iceberg Co., Ltd.	1,000
Hongkong Cold Storage Co., Ltd.	1,000
Wong Cotton Spinning and Weaving Co., Ltd.	1,000
International Cotton Manufacturing Co., Ltd.	1,000
FOUNDER'S SHARE.	
LOANS.	
Amount.	
Chinese Imperial Bank	£10,700,000